

# *City of Alexandria, Virginia*

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## **MEMORANDUM**

DATE: NOVEMBER 7, 2012

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: SANDRA MARKS, ACTING DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM # 5 - FY 2014 CIP UPDATE

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**ISSUE:** Update on FY 2014- FY 2023 City Capital Improvement Program (CIP)

**RECOMMENDATION:** That the Transportation Commission (Commission) receive the update and provide guidance to staff for preparation of FY 2014 CIP for inclusion in the City Manager's FY 2014 budget.

**DISCUSSION:** Each year the City Manager presents a proposed City Budget to the City Council for consideration and action. As part of the budget process, a ten-year Capital Improvement Program (CIP) is developed programming funding for major capital projects in the City. Funding for CIP comes from the City's general fund, grants and other non-City sources of funding including developer contributions.

As part of the Council's Strategic Plan, one of the objectives is to *develop local, reliable funding mechanisms to support a fiscally constrained transportation plan*. In 2011, the Council approved a 2.2 cent reservation of the property tax to fund transportation projects. This funding has provided the opportunity to fund many of the projects on the Long Range Transportation Plan (LRP) over the next ten years. However, there are still a number of unmet funding needs.

For the FY2013-22 CIP, the Commission recommended the following policy guidance to staff:

- Maintain funding priorities/levels from FY 2012 Transportation Improvement Program (\$93M over ten years)
- Limit funding adjustments within TEP and Base CIP-Other (\$39M over ten years)
- Maintain funding for highest priorities set by Transportation Commission

An analysis was completed to determine the percentage of the total CIP funding that was allocated toward various modes of transportation, over a historical period (2009 through 2013). Over the past four years, the percentage of total CIP funding that has been allocated toward both non-motorized, and transit projects has increased each year, as seen in the table below. Meanwhile, the percentage of total CIP funding allocated toward Street and Bridge projects has decreased. These changes are consistent with the priorities set forth in the 2008 Transportation Master Plan and Transportation Commission guidance.

**CIP Historical Allocations by Mode**

<b>CIP Year</b>	<b>Transit</b>	<b>Non-Motorized</b>	<b>Streets &amp; Bridges</b>	<b>Fixed Transp. Equipment</b>	<b>TOTAL</b>
2009 Percentage	41%	1%	48%	10%	100%
2010 Percentage	51%	3%	39%	7%	100%
2011 Percentage	43%	9%	37%	11%	100%
2012 Percentage	60%	11%	22%	7%	100%
2013 Percentage	54%	15%	22%	9%	100%
NOTE: Transit excludes funding for Potomac Yard Metrorail station, and WMATA Capital funds					
Real Estate Tax for Transportation Improvements was introduced in FY 12					

Staff anticipates taking Transportation Commission guidance, working with the Transportation Commission Subcommittee and bringing back CIP priorities in December / January for consideration by the City Manager for preparation of his budget.